SAILING DIRECTIONS CORRECTIONS

PUB 123 7 Ed 1996 LAST NM 48/00

Page 108—Line 26/R; insert after:

Regulations.—A Vessel Traffic Service (VTS) is in operation to ensure the safe and efficient entry and exit for deep draft ore vessels to the Port of Saldanha Bay. Radar and VHF radio stations are installed at the PORTNET Office and on Malgaskop (33˚02'S., 18˚56'E.) to improve navigation safety within the Port Control limits. The radars cover a radius of about 20 miles offshore. The VTS System is mandatory for the following vessels:

1. Vessels with an loa of 15m and over.
2. Towing vessels, where the length of the tow is 15m or greater, or the overall length of the tow is 30m or greater.
3. All passenger-carrying vessels.
4. All vessels carrying polluting or dangerous cargo.

The VTS Control Center is situated in the Port Office at Hoedjes Point (33˚01.7'S., 17˚57.8'E.). It operates 24 hours and can be contacted on VHF channel 12 using call sign "Saldanha Bay Port Control."

Vessels must contact Saldanha Bay Port Control on VHF channel 12, as follows:

1. Fifteen (15) minutes before arrival at the TSS.
2. Fifteen (15) minutes before departure from its berth.
3. At the designated Reporting Points (RP).

The following information relating to vessels entering the harbor will be transmitted to the VTS Control Center:

1. Particulars of cargo on board.
2. Last and next port of call.
3. Draft, grt, loa, or any other information as required.

The VTS Control Center will provide the vessel with more accurate information of other vessel’s positions and the density of traffic converging on the same positions.

The VTS System is linked to the Cape Town VTS Center, the Maritime Rescue Coordination Center, the Port Control Office, the Pilot Offices, and the local Coast Radio Station.

(SAN Annual Notice No. 18 of 2001) 12/01

Page 108—Line 26/R; insert after:

New table titled "Saldanha Bay Vessel Traffic Service—Reporting Points (RP)" from back of this Subsection.

(SAN Annual Notice No. 18 of 2001) 12/01

Page 113—Line 12/L; insert after:

Regulations.—A Vessel Traffic Service (VTS) is in operation to ensure the safe and effencient entry and exit to the Port of Cape Town. Radar and VHF radio stations are installed at the PORTNET Office and on Robbeneiland (33˚48'S., 18˚22'E.) to improve navigation safety within the Port Control limits. The radars cover a radius of about 20 miles offshore. The VTS System is mandatory for the following vessels:

1. Vessels with an loa of 15m and over.
2. Towing vessels, where the length of the tow is 15m or greater, or the overall length of the tow is 30m or greater.
3. All passenger-carrying vessels.
4. All vessels carrying polluting or dangerous cargo.

The VTS Control Center is situated in the Port Office (33˚54.3'S., 18˚25.9'E.). It operates 24 hours and can be contacted on VHF channel 14 using call sign "Cape Town Port Control."

Vessels must contact Cape Town Port Control on VHF channel 14, as follows:

1. Fifteen (15) minutes before arrival at the TSS.
2. Fifteen (15) minutes before departure from its berth.
3. At the designated Reporting Points (RP), which can best be seen on the chart.
4. Pilot boarding and berthing instructions will be given and vessels will be assigned to an anchorage, if necessary.

The following information relating to vessels entering the harbor will be transmitted to the VTS Control Center:

1. Particulars of cargo on board.
2. Last and next port of call.
3. Draft, grt, loa, or any other information as required.

The VTS Control Center will provide the vessel with more accurate information of other vessel’s positions and the density of traffic converging on the same positions.

The VTS System is linked to the Saldanha Bay VTS Center, the Maritime Rescue Coordination Center, the Port Control Office, the Pilot Offices, and the local Coast Radio Station.

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Saldanha Bay Vessel Traffic Service—Reporting Points (RP)					
Inbound vessels		**Outbound vessels**		**Inshore Traffic Zone**	
RP	Position	RP	Position	RP	Position
Approaching from the S		Departing to the S		Inbound vessels from the N	
1B	33˚21.0'S, 17˚53.9'E	5	33˚03.3'S, 17˚58.3'E	1D	32˚53.7'S, 17˚45.9'E
2B	33˚10.6'S, 17˚49.3'E	4	33˚04.1'S, 17˚55.5'E	2D	32˚02.2'S, 17˚50.1'E
3	33˚06.7'S, 17˚50.1'E	3	33˚06.7'S, 17˚50.1'E	4	33˚04.1'S, 17˚55.5'E
4	33˚04.1'S, 17˚55.5'E	2B	33˚11.3'S, 17˚47.1'E	5	33˚03.3'S, 17˚58.3'E
5	33˚03.3'S, 17˚58.3'E	1B	33˚21.7'S, 17˚51.6'E		
Approaching from the N		Departing to the N		Outbound vessels to the N	
1A	32˚59.1'S, 17˚38.2'E	5	33˚03.3'S, 17˚58.3'E	5	33˚03.3'S, 17˚58.3'E
2A	33˚05.9'S, 17˚45.0'E	4	33˚04.1'S, 17˚55.5'E	4	33˚04.1'S, 17˚55.5'E
3	33˚06.7'S, 17˚50.1'E	3	33˚06.7'S, 17˚50.1'E	1D	32˚53.7'S, 17˚45.9'E
4	33˚04.1'S, 17˚55.5'E	2A	33˚04.6'S, 17˚46.8'E		
5	33˚03.3'S, 17˚58.3'E	1A	32˚57.8'S, 17˚58.3'E		
Approaching from the W		Departing to the W		Inbound vessels from the S	
1C(N)	33˚06.8'S, 17˚34.8'E	5	33˚03.3'S, 17˚58.3'E	1E	33˚20.8'S, 18˚01.8'E
1C(M)	33˚13.4'S, 17˚36.3'E	4	33˚04.1'S, 17˚55.5'E	2E	33˚09.1'S, 17˚54.3'E
1C(S)	33˚19.5'S, 17˚43.0'E	3	33˚06.7'S, 17˚50.1'E	4	33˚04.1'S, 17˚55.5'E
2C	33˚09.0'S, 17˚45.3'E	2C	33˚09.0'S, 17˚45.3'E	5	33˚03.3'S, 17˚58.3'E
3	33˚06.7'S, 17˚50.1'E			Outbound vessels to the S	
4	33˚04.1'S, 17˚55.5'E			5	33˚03.3'S, 17˚58.3'E
5	33˚03.3'S, 17˚58.3'E			4	33˚04.1'S, 17˚55.5'E
				1E	33˚20.8'S, 18˚01.8'E